

Embraer 135ER, G-RJXX

AAIB Bulletin No: 5/2003	Ref: EW/G2003/01/13	Category: 1.1
Aircraft Type and Registration:	Embraer 135ER, G-RJXX	
No & Type of Engines:	2 Rolls Royce AE 3007A3 turbofan engines	
Year of Manufacture:	2001	
Date & Time (UTC):	16 January 2003 at 1835 hrs	
Location:	Glasgow Airport	
Type of Flight:	Public Transport (Passenger)	
Persons on Board:	Crew - 3	Passengers - 27
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Severe damage to leading edge and underside of right wing	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	35 years	
Commander's Flying Experience:	3,850 hours (of which 745 were on type)	
	Last 90 days - 161 hours	
	Last 28 days - 53 hours	
Information Source:	Air Accident Report Form submitted by the pilot and incident report from airport operator	

The aircraft had landed in darkness at Glasgow Airport in a wind of 200°/28 kt and, as the aircraft approached the allocated parking Stand 24 on Apron 'M', the commander's attention was drawn to his right by a flicker of light. He just had time to recognise a baggage trailer moving rapidly across the apron toward the aircraft before the trailer struck the right wing, causing significant damage to the leading edge and underside of the wing. After striking the aircraft, the trailer continued across the apron and finally came to rest, without causing further damage, against a fuel bowser parked in the vicinity of Stand 22.

The baggage trailer had been in use on Stand 27. To activate the parking brake on this type of trailer, the tow bar is normally positioned vertically. During the loading of an aircraft on Stand 27, the Senior Ramp Agent noticed that the latch, which holds the tow bar in the vertical position, was defective and that the parking brake was not being applied. The agent used a chock to prevent the trailer from moving during loading and, when he had finished, he instructed one of his team to position the trailer to the edge of Stand 28 for collection. Since the brake was defective, the team member positioned the trailer with its front wheels at right angles to the wind, but the wheels were not chocked. The loading team then left the ramp to collect gate baggage and it was in their absence that the trailer was blown across the apron.

The ramp handling company involved in this incident carried out an inquiry and, as a result, has recommended a number of remedial actions to prevent a recurrence. Their staff will receive refresher training on defect reporting procedures and their management will reinforce operational and

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procedural responsibilities during aircraft turnarounds, particularly in bad weather. In addition, the company will carry out a review of local strong wind procedures.